

PROJECT DISSERTATION REPORT ON
A STUDY ON LOGISTIC MANAGEMENT AT
FUTURE SUPPLY CHAIN PVT LTD

SUBMITTED BY:
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CERTIFICATE

This is to certify that **Mr. Jaideep Mitra** has completed the project titled “**A STUDY ON LOGISTIC MANAGEMENT AT FUTURE SUPPLY CHAIN PVT LTD**” under the guidance of **Dr. Shikha N Khera** as a part of Master of Business Administration (MBA) curriculum of Delhi School of Management, New Delhi. This is an original piece of work and has not been submitted elsewhere.

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DECLARATION

I, Jaideep Mitra student of the MBA (Executive) 4th Semester 2021-23 batch declare that the project work entitled “**A STUDY ON LOGISTIC MANAGEMENT AT FUTURE SUPPLY CHAIN PVT LTD**”being submitted to Delhi School of Management (DTU), Delhi is an original work is done solely by me and best of my knowledge and has not been submitted, in part or full, to any other university or institute for the award of any degree or diploma.

Jaideep Mitra

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My sincere acknowledgment goes to my parents and my classmates who helped me in one way or another ensuring I successfully completed this thesis.

Pushing each stride ahead, I learned and partook in a great deal while doing this examination. I might want to sincerely thank every one of the people who assisted me with their significant insight in this work.

EXECUTIVE SUMMARY

During the past month, I have been working on a project at Future Supply Chain, which is India's first fully integrated and IT-enabled end-to-end logistics company. They can manage modern warehousing and express logistics. Cold chain and e-commerce logistics, for the project I was engaged as a trainee under the marketing department, and I had the access to involve in all other departmental activities which helped me to gain the insight view about the operations of each department and it was a good learning experience for me to understand the various departments in the style of the functioning and defining the roles that each employee plays. In addition, I had the opportunity to participate in all other departmental activities, which helped me to gain the insight view about the operations of each department. This study tries to cover the industry profile as well as the business profile, including the promoters of the firm as well as the company's vision, purpose, and their goals. The report provides an insider's perspective on the management activities as well as the operational functions that are related to the organization's logistics service.

In addition to that, a SWOT analysis of the FSC in its current state is included in this paper. It comprises the theoretical basis of the study together with the literature review and research gap, as well as the research methods with hypotheses analysis and interpretation of the data acquired along with pertinent tables and graphs.

Because of the research conducted for this significant project, it was possible to put theoretical knowledge into practice and get first-hand experience of the kind of atmosphere that exists inside the business. The report ends with the results and recommendations that were derived from this research.

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CHAPTER 1

INTRODUCTION

The apprentices are in a learning environment where they may get practical experience. The report also details your interpersonal skills and should show some rudimentary thinking ability. All the information in this report comes from reliable sources, and a survey was conducted so that the efficiency of logistics management at Future supply chain India Limited could be determined. Logistics is the management of production and storage facilities. The flow of information and materials inside an organization are also subject to inspection. Logistics management's goal is to keep track of projects' cycles of completion, supply networks, and efficiency gains. The following study is grounded on a comparison of present-day logistics management to a hypothetical future supply chain.

1.1 Industry Profile

Origin of the concept Logistics Management

The concept of logistics expanded rapidly throughout the 1950s. Creating dispersed nature of supplying one's business materials and sending prepared items inside a dynamic global supply network is the primary reason. Logistics is the management of production and storage facilities. Fantastic logistics cuts expenses, boosts productivity, and increases value for the customer. The logistics department also monitors the flow of information and goods through the company. Logistics management's goal is to keep track of projects' cycles of completion, supply networks, and efficiency gains.

Planning, executing, and controlling the efficient, effective movement and reverse stream and securing of products, services, and information between the point of origin and the point of usage with an adage to meet clients' needs is what logistics management is all about. A logistician is a professional who manages or administers a company's supply chain.

What Logistics is all about?

The term "logistics" is spoken in the original Greek. It seems sense that it began with the military having to provide itself with weapons, ammo, and other necessities when they relocated to a new location. 'Logistikas' were the naval commanders in charge of the finances and logistics of the Roman and Byzantine empires from ancient Greek.

Getting the appropriate amount of product to the right location at the right time for the right price in the right condition while also protecting the environment is the essence of logistics coordination in the context of a therapeutic approach. Logistics is defined as "the time related placing of resources" within a supply chain by the Institute of Logistics. Academics define it as "the management of the chain from the source of procurement to the final user." It entails integrating data, transportation, inventory, storage, material handling, and pressing.

The inherent characteristics of logistics are brought forth by this definition. It enables the logistics involved in delivering products and services when and where they are needed. Transportation logistics have always been a bartering service. The logistics are top-notch! The logistics industry operates nonstop, 24 hours a day. Logistics operates nonstop 24 hours a day, seven days a week, 52 weeks a year. Almost no other business sectors can withstand Logistics' standard-setting effort and burden.

Prospects in Industry

The concept of logistics expanded rapidly throughout the 1950s. Logistics is the management of production and storage facilities. Fantastic logistics cuts expenses, boosts productivity, and increases value for the customer. The logistics department also monitors the flow of information and goods through the company. Logistics management's goal is to keep track of projects' cycles of completion, supply networks, and efficiency gains.

Aspects of Production

The term used to describe the processes involved in logistics within a certain sector. The purpose of production logistics is to guarantee that each machine and terminal is supplied with the appropriate material in the right quantity and quality at the right time.

Defense perspectives

Coordination officers in the armed forces decide how and when resources should be sent to where they are needed. Some would argue that the most important part of military strategy is maintaining supply lines despite the enemy's best efforts to disrupt them, as a military force without supplies and transportation is helpless.

In a medical context

Medical logistics includes the distribution of drugs, therapeutic and surgical equipment, medical devices, and hardware, and other goods used to aid doctors, nurses, and other health care professionals.

The Indian Supply Chain

The logistics industry is now one of the largest in the world. Without logistical support, no amount of advertising, assembly, or task execution will succeed. India's vastness, geography, population diversity, frequency of natural and man-made calamities, and so on make logistics cooperation essential. In India, both the vehicle offices and the roads are inadequate. India does not have a well-developed street network, and its conduits have not been fully explored. Logistics coordination has taken on more significance because of increased rivalry, globalization, and data availability. First, long gone are the times when a company could count on a single source for raw materials without any competition. If the cost of coordinating everything goes down, then that's a plus.

Since the Internet and E-Commerce are changing variety, supply time, and the swiftness information as well as the requesting and paying process, logistics is one of the fastest-growing areas of the inventory network arrange.

As a result of new policies in India, manufacturers are increasingly setting up shop in less populated, out-of-the-way places to take advantage of space savings and lower taxes. As India's middle class has spread out throughout the country, consumer markets have expanded outside the country's five major metropolises: Mumbai, Delhi, Bangalore, Chennai, and Hyderabad. However, organizations aren't leading with preventative measures, but rather with fresh entry points. Consequently, firms are increasingly focusing on product delivery as a result of intense competition across different industries, and coordination are providing a significant boost to this trend.

First, Global Logistics

As trade increasingly moves from regional to global supply chains, universal logistics is becoming increasingly important to businesses. Consumer preferences become more standard, trade becomes easier, and the costs of operating in today's global marketplace increase little. The enhancement of organization relations, the growth of mergers and strategic alliances, and the path toward flexibility and responsiveness all contribute to the betterment of organization relations. On a global scale, logistics plays a crucial role. Having reliable global logistics infrastructure is essential to running a successful company and enjoying a high standard of living wherever in the globe. Examples of this kind of specialization include Japan's electronic sector, American agriculture, personal computer and airplane businesses, and the dominance of several nations in the provision of crude commodities like gold, chromium, bauxite, and oil.

The Logistical Goals

One of the most important aspects of customer service is how quickly and easily a firm can respond to a client's needs.

Any unexpected event that hinders the efficiency of the system is classified as a b) minimum fluctuation. Delays in the projected delivery date of client orders, damaged items upon arrival at the customer's location, and off-base delivery.

c) Lowest Stock: The goal of least change considers both the dedication of assets and the relative turn speed. After a certain period of time, stock utilization is factored into turn speed. Stock availability and high turn rates indicate that invested capital is being efficiently used.

a) Consolidating movements: transportation is one of the most fundamental expenditures in logistics. Several plans of action establish that the premium organization of a particular market segment is predicated on the prompt delivery of relatively small shipments.

in terms of logistics, the pursuit of quality change at all times is of paramount importance. Total Quality Management (TQM) is now an important responsibility in every sector of the economy.

The third and final calculated arrangement goal is life-cycle support. Almost nothing is ever bought or sold without some sort of assurance that it will function as promised for some foreseeable amount of time.

First, the ideas of logistics

a) **System theory:** According to system theory, an organization's success is enhanced when its many parts work together toward a common purpose. In order to achieve the overall framework's goals, it is sometimes necessary for parts of the organization to perform below par.

b) **The totalfee** concept is impression-dependent; yet objective success is valued in terms of cost.

c) **After-tax idea** - The after-tax idea is a variation on the full-cost idea. After-tax benefit is the primary focus of this proposal. Considering the varied domestic excise rules, this concept is quickly becoming quite widespread.

d) **The concept of trade-off** interfaces a system designed in a highly effective but potentially wasteful way. It is crucial to compare the benefits of expert level competence with the associated dangers.

Components of a Logistics Framework

Logistics' supporting centers are its building blocks.

a) Handling Requests

b) Warehousing

c) Inventory Management

d) Transportation

e) Observing Data

f) Offices

g) Network Architecture

h) Labeling and Packaging

i) the Economic Order Quantity (EOQ) in money terms

a) Handling Request:

The first phase of physical circulation is the processing of requests from clients. For instance, if the customer is provided a jumbled product or a like product with different criteria, they

may decide to cancel their original order. Also, if the request isn't fulfilled in a reasonable amount of time, it could have serious consequences. Information preparation techniques that take into account the rapid processing of client orders is already available.

b) Warehousing:

The term "warehousing" refers to the process of storing and collecting items for later use. The primary goal of warehousing is to provide a convenient location for storing goods, to group them with others of a similar kind, to break down bulky quantities into more manageable pieces, and to build a collection of related objects. Having many capacity units may reduce the amount of time spent on servicing clients in various regions, but the expense of storage is far more significant.

c) Managing and tracking inventory:

Options for stockpiling contain the key to the most efficient means of physically transporting goods. Where stock prices might range from 30 cents to 40 cents per share. This aids the company in several ways, including the maintenance of production at a predicted level and the reduction of stock-related costs and delivery delays for consumers.

d) Transportation:

The process of taking a product from its inception and design to its final form of consumption in the quantities and at the targeted price. The monetary value of the goods traded is increased because the transportation system creates time and location utilities for them. Carriage workplaces need to be pleasant places to be, standard, well-proven, and reasonably priced, considering the priorities of the workplaces and the administration.

e) Verifying Information:

The managers in charge of physical flow have extensive training in logistics and storage. Information concerning stock position at divisible areas, future obligation, and restoration capabilities, for example, is always needed in the event of a stock occurrence.

f) Offices:

In order to ensure that all necessary permanent and semi-permanent working and bolster offices (such as planning, field and terminal support, storing, operational, and testing) are

available simultaneously with framework taking care of, the offices coordination part is made up of a wide range of planning activities. From conceptualization to occupied space in an office building, the process may take up to seven years.

g) Planning of networks:

Designing efficient networks is a crucial part of logistics management. The efficiency of your logistics relies on this system's ability to determine the optimal location and size of your production facilities, distribution hubs, material handling hardware, and so on.

h) Labeling and packaging

The monitoring of logistics includes the important tasks of packing and labeling. The term "packaging" refers to the process of enclosing an object in suitable packages or compartments for the ease of handling by the seller and, in certain cases, the buyer.

Labeling entails affixing identifying evidence of flaws on the package for easy identification. Details such as the product's weight and dimensions, ingredients used in its production, proper care instructions, the price the buyer must pay, and more may all be found on the label.

i) EOQ, or Economically Optimized Order Quantity

High stock levels and stock delivery costs are offset by fewer orders and reduced ordering expenses when using the EOQ ordering strategy. Large volumes of requests are likely if they incur high ordering expenses and arrangement rates.

Modular Characteristics

There are five broad categories into which transportation strategies utilized in the context of national and international coordination and supply arrangement may be categorized. We often refer to them as "rail," "road," "pipe," "water," and "air." Each mode may be compared in terms of its system mileage, development volume, salary, and potential action path to determine its relative significance.

Different approaches to performing these tasks are discussed.

Engine carriers

Since the end of World War II, transportation via superhighways has expanded rapidly. The rapid development of the engine bearers' business is due in large part to the adaptability of portal-to-worker approaches and the rapidity of intercity development. Engine bearers are valued for their ability to facilitate high-regard, short-distance deals that benefit all parties involved. Turnpike transportation has an excellent chance of retaining a consistent share of the market.

Transportation management for finished and partially finished goods by truck. Trucking is used to transport goods with smaller typical shipment sizes than rail. Trucking's primary benefit is its way-to-entryway administration, which eliminates the need for stacking and emptying at intermediate points.

The Rail Network

The railroad prefers to transport shipments with a size of no less than a full carload, and it specializes in long-distance transportation and direct dispatch of low-value raw materials and manufactured goods. The railroad industry has handled more tons of territory than any other sector. Before and during World War II, railways regulated intercity cargo volume because they had built an infrastructure to connect all major cities and villages.

Shipping on the Water:

One of the oldest methods of travel is by water. Midway through the 1800s, steamboats replaced the mostly wooden cruise ships, and by the 1920s, diesel control had taken over. Large quantities of water and secure inland water transit are often seen as mutually exclusive. The ability to carry massive cargo loads is one of water transport's fundamental advantages. There are two main types of boats used for transportation on the water.

In addition to minerals and other essential mass items like chemicals, bonds, and selected plant materials, basic inland water loads also include mining byproducts. Dock work constraints create operational challenges and often limit the scope of activity that may be taken.

To date, the services and capabilities offered by pipeline transportation are extremely limited. It makes the greatest economic sense to transport crude oil and processed oil products through pipeline. Pipeline product development is slow, occurring at a pace of just a few miles per hour. This slowness is mitigated by the fact that shipping occurs around the clock, seven days a week. Modular decisions might be motivated by factors like administrative cost,

typical journey time (speed), or transit time variation (reliability). The inflexibility and limited range of materials that may be carried by pipelines are indisputable drawbacks. Pipelines can only handle gases, fluids, or slurries.

Transport by Air

Under normal circumstances, the reliability of air services is high, and air travel has a clear advantage in the event of an accident or other kind of damage. Air transport throughout the country takes just a few hours.

transit modes that took days to catch up. The high expense of plane travel is a major limitation.

Vehicle Routing, considering the high expense of transportation. A major issue is the rising price of logistics as well as the need to maximize the efficiency of transportation resources and human labor. There is a similar problem with divergent perspectives on where to begin and what must be accomplished. When the emphasis of both the project's conception and its ultimate purpose are the same, navigation becomes problematic.

A Logistics Plan

One of the best practices in logistics management is to implement a streamlined logistics system that allows for quick, well-informed decision making, which can save an organization up to 40% on logistical expenditures. Logistics structures evolve throughout time with the supply chain. With the use of a thought method, a company will be able to foresee service disruptions and respond accordingly to maintain optimal service levels. Assess the current state of the association's Logistics management, define its ideal state of operation, and explain how it contributes to the overarching aims of inventory network management. Indeed, even after a system is linked, continue assessing its success and asking if there are other opportunities. A stale approach to logistics will do more harm to the customer than good. Failure to track progress or set goals is detrimental. Inquiring into your Logistics forms, evaluating your achievements and failures, and adapting your logistics management strategy to your company's changing demands is the greatest approach to achieve this goal.

Two broad classes may be made for logistics: Shipping and Receiving

It is concerned with the timely and cost-effective delivery of raw materials and other information sources (needed for the manufacturing process) from suppliers to the plant. The administration must keep up a constant communication with suppliers (vendors) for legitimate management of incoming Logistics. One of the most disregarded aspects of

logistics management is inbound logistics. In most cases, a company will have to deal with even more demanding circumstances.

a. Cash on delivery (COD) or freight collect

Freight paid is a common shipping industry payment plan for incoming cargo. When a service advertises "cargo paid," the supplier also covers the cost of delivery. The proctor recoups the cost of freight with the use of the new collecting system. By switching to freight collect, your company will have more say over incoming logistics.

b. Programs to Ensure Vendor Compliance

However, many businesses overlook VCP requirements and pay little attention to incoming shipments. These businesses are missing out on a huge opportunity to improve their operations and their bottom lines by streamlining logistics and providing better service to their customers. A good VCP may provide as a competitive advantage. In order to be effective, a VCP must define what is expected of the vendor, provide metrics for measuring performance, integrate regular meetings to discuss any noteworthy shifts, and ensure that all recipient goals are consistently accomplished.

Here are three situations in which a vendor compliance program would be useful.

The current state of logistics is marked by an annual increase in the complexity of logistics forms. Each step of the logistics process depends on the others, and Logistics as a whole serves just one function within the larger production network.

After the retreat, when transportation offices were reduced in size, technology proved crucial in transport and logistics. You have a good shot of succeeding in any Logistics quest thanks to the current programming's ability to measure and break down pretty much everything.

Logistics management is customer-facing; thus, its efficiency should reflect that of the whole company. greater orders from customers means greater attention to the logistics process. To sum up, instead of merely informing a provider of their error, you should institute a formal complaint procedure. Mutually beneficial partnership: one that helps both parties succeed and recognizes loyalty with rewards.

Logistics for Export

The outbound supply chain is a clear target for reduced operating expenses and increased transit times. Despite the complexity of logistics management, the potential of outbound logistics is deceptively straightforward: keep as little merchandise as possible in storage and transport it as quickly and accurately as possible while maintaining safety standards. Concerned with the flow of finished products and associated data out of the company and to the consumer is what outbound logistics is all about. The government must maintain a regular communication with transport managers and delivery channels to properly handle outbound logistics.

As was previously said, businesses should maintain as little stock as is practically possible given the current situation. The easiest method to start implementing lean logistics techniques is to use data collected by a TMS.

Logistics for the Final Mile

Logistics for the last mile is where a business makes a lasting impression on its customers. Due to its multifaceted nature, last-mile logistics causes delays for many shipments. The logistics of the last mile account for 28% of a company's total transportation expenses.

Today, abilities are being judged by different standards than in the past. Competitiveness is governed by receptivity to customers and the ability to address critical needs.

The future supply chain will experience ups and downs in every process, adapting to changing conditions and improving performance in all situations. Change tactics that are likely to be used in the future supply chain include:

In addition, logistics is crucial for:

- a.Places of Government Military Welfare Centers
- b.Planning, Organization, and Administration of Logistics

1. Management of the Supply Chain's Network

Logistics administration includes supply chain network and operational logistics consulting. Expert planning, implementation, and management of the inventory network's operations for maximum efficiency constitutes store network administration. SCM uses the planning specifically for the best use of time and space to provide a variety of benefits for an organization.

2. Logistics in reverse

Reduce capacity and appropriation expenses, improve reputation, implement more cost-effective corporate practices, and satisfy customer orders with a reimagined turn around logistics strategy. Logistics expenses for purchasing products at a typical shop amount to 8.1% of total sales. More than 20% of things sold are ultimately returned to the vendor in a few businesses, including book distribution, catalogue selling, and greeting cards. Clients really benefit from reverse logistics. Sixty-nine per cent of customers said that fast service is a key to a positive customer experience.

3. TMS (Travel Management Software)

Technology management system (TMS) advancement is crucial to every logistical operation. This software will assist provide you end-to-end insight of cargo movement by quantifying and reporting itemized dispatching records for incoming and outgoing goods, screening merchant and transporter execution, streamlining steering and mode selection, and so on. Furthermore, transportation costs can be reduced by 30% with the help of a TMS. A Transportation Management System (TMS) may help you achieve your Logistics objectives if it is implemented and used properly.

The Risk-Reward Tradeoff: Why Good Execution Matters

It's difficult to put a TMS into action. These frameworks are cumbersome, wasteful, and easily exploitable. The full potential of the product can only be realized via proper implementation. This is risky yet necessary, with a wide range of potential consequences. Putting together a TMS is hard work. To start successfully implementing the product, you need complete organization support and, in certain cases, a significant cultural shift inside the firm. Here are three ways you may start using your TMS right now to build up your savings.

- Increase Preference for Preferred Carriers
- Determining the Least Expensive Alternative
- Increased Control

These locations are the most reliable targets during execution and are where most TMS programs succeed. If you implement a TMS with the features your company needs most, and put in the groundwork before launch, you should have no trouble recouping your initial

investment and boosting the value of your logistics management.

Knowledge of Logistics Processes

The greatest value of a TMS is in its ability to provide insight into the logistics process. With this information in hand, businesses can make informed decisions about how to improve their logistics management. Gaining recognition is a necessary first step toward success. You can't make any forward progress in your Logistics activity without it.

Increasing Value vs Reducing Expenses

By 2020, it is predicted that customer experience will be more influential in purchasing decisions than price, quality of product, or brand preference. With the customer experience being of paramount importance, 80% of businesses plan to increase spending on customer benefits. There's a good reason for this, as consumers have more options than ever before when it comes to what they want to buy and how they want to buy it.

Management of Customers

Developing customer loyalty is essential to a company's success. The value of your customer service interactions through social media platforms on the web cannot be overstated. It's no longer sound business practice to prioritize cost savings above increasing profits. Cutting corners to save money usually results in subpar work. Rather of futzing about with logistics management best practices, businesses should instead focus on providing exceptional service to their clients.

Collaborating with a 3PL is one of the least time-consuming ways to add value to business processes. Third-party logistics providers (3PLs) provide several benefits to shippers because of their ability to generate and analyze large amounts of data in search of opportunities to boost business performance and the quality of service provided to customers.

Customer-focused teamwork

Simply employing a 3PL and making use of its technology is insufficient. Administration from "Support to Grave" captures the spirit of cooperation well. A 3PL should work in tandem with your company from the ground up to ensure optimal efficiency in all processes.

outcomes. For instance, notify your 3PL when you want to provide new services, release a new product, or launch a new distribution hub. The 3PL will watch over the transportation

throughout the execution or shipment to make sure it goes well, doesn't disrupt Logistics processes, and maintains providing value to the customer.

Authoritative Adaptability: You can swiftly and accurately respond to market shifts prompted by customer demands. It's possible to develop brand-new logistical processes and services to meet and even exceed the expectations of your expanding base of customers.

Timeframes for processes are as short as possible without compromising quality, such as when dealing with customer locations and associated activities. All aspects of logistics management are covered, from receiving to sending and back again.

Indicators of success or failure: Indicators are derived from historical TMS data. For the sake of delivery execution and customer loyalty, these estimating methods are practical, simple, and accurate.

Market Positioning: Your brand is already established. Customers and the industry at large both recognize your company as a respectable specialized provider.

Transportation and logistics management have a major impact on customer satisfaction. If you're not offering your client incentive so that they, in turn, may offer it to their client, you're not doing enough. You can get back on track with the help of a 3PL. Better interactions with customers are possible thanks to better logistics management. Improve your company's transportation management practices and see the potential for growth. Working with a third-party logistics provider (3PL) may help you provide your customers with the highest possible value and ensure that your logistics management is always improving.

1.2 Profile of organization

This section of the paper aims to provide a summary of Supply Chain Management on a national scale and of the **Future Supply Chain** in particular. The current state, future and objectives, current ownership and leadership, and past successes are briefly covered.

Companies use supply chain management (SCM) systems to plan, carry out, and monitor their supply chain processes in an efficient and effective manner. Today's supply chains rely on cutting-edge technology to facilitate a wide variety of procedures. Supply chain management (SCM) is the process of ensuring a steady flow of materials and finished goods to satisfy demand from consumers. Based on how they anticipate customers' needs, several businesses use unique SCM strategies. Others, particularly those with a more time-consuming manufacturing process, may resort to just-in-time production after initially producing on an order basis, while still others may hoard supplies in anticipation of demand or out of concern for an unanticipated surge in demand. The automotive, manufacturing, and service sectors are just few of the many modern applications for supply chain management.

The term "supply chain" refers to the network of businesses, people, and resources that work together to transport goods and services from distributor to consumer. Steps in the supply chain transform standard inputs like materials and labor into a finished product that can be sent to the final consumer. Supply chain management (SCM) is the administration of a network of linked organizations engaged in the ultimate provision of a product or service. SCM integrates and controls the movement of business strategies and data throughout the supply chain.

Advantages of SCM

- Stock reduction
- Exceptional Improvement
- Budgeting and Expense Control
- More efficient use of space; standard, appropriate layout
- Shorter production times
- Augmented

An Historical Context

The Future Group, forerunners in retail in India, pushed the incorporation of Future Supply Chain Solutions Ltd in April 2007. FSC is the first end-to-end Supply Chain and Logistics company in India, with expertise in management, state-of-the-art warehousing, express logistics, cold chain, and electronic commerce logistics. Companies in the food and beverage, lifestyle, consumer electronics, high technology, automotive, engineering, home and furniture, healthcare, general merchandise, and e-commerce sectors are FSC's primary customers. Each field's unique supply chain has its own set of outstanding requirements that can only be met with tailored solutions. By studying its clients' supply chains, FSC can provide solutions and services that consider all relevant factors, such as supply and demand management, sourcing and procurement, distribution, and so on.

Critical Abilities

- Extend timely coverage to all of India's 12,000 zip codes via a hub-and-spoke network design.

Network design, route planning, load optimization, and vehicle re-engineering are all ways to help clients save money and time.

- Deployment of a GPS-enabled fleet to allow for real-time online monitoring of vehicle and cargo levels, allowing for more prompt and effective decision making.

- Transparency in operations by providing customers with end-to-end, online visibility of each cargo from pick-up to in-transit to shipment to e-PODs and e-bills via the Transport Management (TMS) site.

Character of Operations

FSC has been a forerunner in modernizing India's logistics and supply chain by adopting and adapting best practices from across the globe in the field of supply chain management and implementing them locally. Logistics Parks, state-of-the-art warehouses, and distribution hubs and branches have all received substantial investments to facilitate a seamless supply chain throughout India in preparation for the Goods and Services Tax.

The FSC answers layout team investigates existing methods and use supply chain management technologies to co-create unique answers.

Critical Abilities

- Assist with project management and execution using proprietary tools like FSC Six Sense and FSC Mars; they help clients clarify business demands and specify logistical requirements.
- Analyze client plans and provide input for supply chain redesign.

Equipment like CAPS may help you create an effective analysis and design of your supply chain's transportation and distribution network.

You should also examine the facility's infrastructure, technology, and automation needs as part of your modeling and layout services.

Support via Third-Party Logistics (3PL) services for Warehousing, Express Transport, Cold Chain, and Electronic Commerce.

Fulfillment services provided by FSC's Integrated technology-enabled Distribution Centres are the company's primary area of expertise. Together with our clients, we develop cutting-edge supply chain solutions that swiftly cut down on both Time-to-Market and Cost-to-Market.

Critical Abilities

- Proven expertise in observing clients' supply chain operations and re-engineering, constructing, and implementing individualized supply chain solutions.

Warehouses have been replaced by larger, more technologically advanced facilities called distribution centers (DCs).

- 768These DCs are for many users, several shared consumers, or one single user.
- solutions / replies,

LOGISTICS

Providers of First Mile, Long Haul, Intermediate, and Last Mile transportation services in India that are integrated, IT-enabled, and time-definite.

Critical Abilities

- Cover all of India in real time using a hub-and-spoke setup that ensures the privacy of over 12,000 zip codes.

By re-engineering networks, routes, loads, and vehicles, you can help your customers save money and time.

- Devoted fleet of containerized motors, in addition to forklifts and pallets at hubs and branches.
- Deployment of a GPS-enabled fleet to provide real-time online monitoring of individual vehicles and shipments, allowing for prompt, proactive decision-making.

From pick-up to in-transit to shipping to e-PODs and e-bills, the Transport Management System (TMS) site gives clients full, real-time visibility of all their shipments.

FSC Cold Chain provides IT-enabled services with precise temperature control and monitoring, as well as product quality maintenance.

- Proven expertise in solution architecture, network design, and curriculum development.
- Used State-of-the-Art Infrastructure, Tools, Automation, and Procedures.
- A temperature range of -30 to +25 degrees Celsius is ideal for storing this item.
- Primary and backup transportation throughout India using owned, GPS-enabled, refrigerated trucks.

Logistics in Electronic Commerce

For businesses with an online presence, FSC offers supply chain services that are both IT-enabled and comprehensive.

There are shared and single-user IT-enabled distribution hubs all throughout India.

- State-of-the-art, fully integrated technology for complete online transparency.
- We can arrange for pickup anywhere in India!

Line haul and last-mile logistics covered by a dedicated fleet of vehicles over 12,000 zip codes in India.

- Precise stock management including receiving, transferring, and shipping.

"Reverse Logistics"

- Valid data in markets including the food and drink industry, the lifestyle industry, consumer electronics and high technology, the home and furniture industry, the healthcare industry, and so on.

Goals and Objectives

- To attract the most talented supply chain professionals in India and become the country's most valuable company.
- With our expertise in response design, technology, strategies, infrastructure, and structures throughout the Indian landscape, we aim to increase our clients' sales and profits via strategic partnerships and the development of novel supply chain solutions.

Model for Workflow

Workflow refers to the automation of processes in which information, papers, or tasks are transmitted from one person to another in accordance with a defined set of rules to achieve or contribute to a fundamental business goal. A Workflow Management System (WKFM's) is a piece of hardware that is used to develop, manage, and run workflows via the execution of programs whose execution order is determined by a logical model of the workflow. A Workforce Management System's primary function is to automate a business process's procedures by coordinating a group of labor activities and calling on the appropriate people or resources to carry out the multiple phases of interest. The Workflow Management Coalition (WfMC) advocates for workflow because of its many advantages.

- increased efficiency by skipping through unnecessary procedures.

By standardizing operating procedures and providing an audit trail, better technique control is achieved; customer service is enhanced because response times are more predictable; software program control of procedures allows for redecoration as business needs change; and overall, procedures are enhanced because a focus on methods streamlines and simplifies

them.

Profile of Product or Service

- FMCG

In 2016, the fast-moving consumer goods (FMCG) market in India is predicted to grow at a rate of 12 per cent, with sales exceeding \$49 billion. The fast-moving consumer goods (FMCG) business faces intense competition and an exponential growth in stock-keeping units (SKUs). FSC has been providing most major FMCG companies with demand-driven, responsive, flexible, and creative provide chain options.

To Eat and Drink

Significant difficulties arise due to the high volume and breadth of transactions in the food and beverage supply chain. The limited shelf life and diminishing quality of perishable foods create complexity in the supply chain for these products. The most important factor in extending or preserving the shelf life of perishables is temperature. It's crucial to keep the temperature under control.

- Lifestyle

High fluctuation and little predictability of demand together with high levels of impulsive purchasing are all characteristics of fashion and accessory businesses. Therefore, key parameters include leading examples, accuracy, availability, and reliability. In order to reduce waste and markdowns, the fashion and accessories industry need a supply chain that can manage massive peak volumes while still maintaining near-complete fill-costs and guaranteeing dispatch accuracies of 100%.

Technology and electronics

Categories are continually being re-invented and new products are being released, making the Consumer Electronics and Hi-Tech Supply Chain industry the most dynamic, fast-paced, and contemporary of all businesses today. Fast-paced marketing campaigns and advertising sports have a comparable impact on supply chain complexity. Last-Mile Fulfillment and Direct-to-Consumer transport need the incorporation of agile and responsive supply chain skills with a strong emphasis on customer service in order to realize this vision.

- Mechanical and Automotive Engineering

India's automotive sector is one of the fastest growing in the world, and with the Make in India initiative, the country is poised to become one of the world's most important centers for manufacturing. In the Engineering and Automotive Parts and Components Industry, FSC has the experience and expertise to examine the client's current supply chain methods and work with them to re-engineer, design, and implement tailor-made supply chain solutions. As a partner in the supply chain, FSC is quick to adapt, highly proactive, and capable of transporting both the intermediate and final mile.

Household Goods and Furnishings

The home and furniture industry are highly demand-driven and has a rapid turnover rate. In addition to being harmful, the goods also have a hefty price tag. Supply chain capabilities that are both lean and responsive, with the right Keeping everything in order The necessary infrastructure must be included. Last-Mile Fulfillment and Direct-to-Consumer delivery also need a customer service emphasis.

- Healthcare

Just like any other industry, the pharmaceutical and healthcare sectors have their own quirks that necessitate unique packaging to ensure that products make it safely through the supply chain and arrive at their destinations on time. There is no room for error in the distribution of pharmaceuticals, and FSC is aware of the need of both timely delivery and the safety of the product being sent. FSC can manage supply chain needs in both ambient and bloodless environments. FSC's distribution services are IT-enabled and provide real-time stock-level updates from all distribution hubs.

- E-Commerce

The online marketplace in India is one of the fastest growing industries, with daily breakthroughs. Online sales are on the rise across the board, but the lifestyle, electronics, and high-tech product categories are particularly strong. E-commerce businesses facing intense competition and high peak volumes on sale days need a flexible and adaptable supply chain.

CHAPTER 2

LITERATURE REVIEW

1. 3PL procedures: From an Indian perspective

According to Dutta (2020), to establish the impact of using third-party logistics providers (3PLs) on businesses, it is necessary to conduct a comprehensive study of their usability in India. First, a system for exploring and investigating 3PL practices is developed. Exam system elements depict organization-specific details such as the extent to which 3PL services are used, the motivations for outsourcing, and the results of such activity. The future usage yield ceiling.

2. Problems with the pricing of inventory networks: Bernard J. lalonde and Terrance L. Pohlen

There are several ways in which the production network might be combined to improve customer service and save unnecessary costs. Channel-spanning exercise costs may be estimated with the help of supply chain costing. Production network management may expand into new areas if it can increase customer value while also concentrating on ways to save costs.

3. Implications for Transport Policies and Frameworks from New Global Coordination Systems L. A. Tavasszy, C. J. Ruijgrok, and M. J. P. M. Thissen are the authors.

The ties that connect coordinates are always shifting to accommodate more general, logical progress. These cases illustrate how that transition in development influences the enhancement of health in many regions of the globe. The aforementioned study plans research that will improve understanding of the interconnectedness of commerce, coordination, transportation, and social shift on a macro scale.

4. International logistics network development and its implications for transport frameworks Guangqi Sun and Qing Zhaojian,

In recent years, global commerce has increased along all modes of transportation. This study will increase our familiarity with the global interconnections among commerce, coordination,

transportation, and development at the neighborhood level. Our primary premise is the growing need of effectively coordinating the logistics of massive amounts of transported goods.

5. 5. Factors impacting the price of logistics and the efficiency of administration within India's steel industry N. Jena, author.

This article was motivated by a desire to learn more about the interplay between the logistics rate in India's steel industry and a variety of monetary and social issues. In this study, information is gathered using a structured survey approach. Inbound and outbound coordination costs and the quality of operations were among the topics covered in the poll. This research tracked the connection between the prices of transportation, storage, and logistics coordination for India's steel industry.

price tag for management. This investigation revealed a favorable correlation between logistics coordination costs and the quality of an organization.

6. Six critical success elements and strategies for implementing them in India's third-party logistics (3PL) sector :-S. Mothilal, Angappa Gunasekaran, S.P. Nachiappan, and Jayanth Jayaram are the authors.

In order to understand how major achievement determinants are related to execution in the Indian pariah coordination expert centers (3PL) area, this research draws on the available literature. A plausibility analysis of these connections as evidenced by business size was also done to further disentangle the instances of these findings. Regardless of company size, having a solid relationship with third-party logistics providers was essential. Our findings contribute to the existing body of scholarly literature and authoritative practice by providing recommendations for improving the support of key success variables considering their potential impact on operational and financial performance in the Indian 3PL market.

7. 7 Factors that influence cooperation between clients in outsourcing arrangements: an emphasis on the value of relationships Author: Adriana Rossiter Hofer; Counsel: Martin E. Dresner

The literature acknowledges that 3PLs and their client companies may benefit from developing trusting relationships with one another. It has been shown that customers that establish close partnerships with 3PLs have greater operational and financial success.

8. Recent developments in the management and coordination of supply networks in India. Parkan and Rameshwar Dubey are the authors.

To propel India to the next level of global power, the country's manufacturing and administrative enterprises must undergo a period of rapid development and expansion. Management of the flow of raw materials, intermediate products, and finished goods from production to final consumption is what supply chain management is all about. SCM uses the planning specifically for the best use of time and space to provide a variety of benefits for an organization. A supply chain is the system of people, organizations, technologies, processes, data, and goods used to transmit goods and services from a supplier to a buyer.

9. Management of Third-Party Logistics Ramneesh Mohan B.S. Sahay

Companies that engage with third-party logistics providers often cite increased adaptability, efficiency in the workplace, more customer profit, a higher quality production web deployment, and more attention on their core teams as among the benefits. Many connections either fail to materialize or become severed, despite the countless benefits of outsourcing logistics and retail network drills. Researchers found that increased use of 3PL services is favorably impacted by the widespread inclusion of 3PL connections, leading to shared associations.

10. New Logistics Policies: Future-Oriented Suggestions Bernard J. La Londe, Author

Taking a comprehensive look at the corporate logistics system, with a focus on the American context. Procedure is discussed, implying an overarching concept of tasks that guides all activities towards a global rather than local goal. Consider the arrangements and outcomes, place orders with some legitimate American firms, and so on. Proven inventory network management and time-pressured processes as a substitute to traditional logistics approaches for fast-growing US businesses.

11. Transportation's Crucial Function in the Supply Chain Written by: Yung-Yu TSENG

Shipping logistics determine whether a shipment can actually be moved. Increases in moving weight, transport speed, advantage quality, movement expenses, workspace utilization, and urgency saving are all the result of technological and organizational advancements.

Computational control relies heavily on the contributions of the transportation sector.

Considering the existing state of affairs, a solid structure calls for the precise packaging of coordination, as well as the realizations and frameworks necessary to interface the creating strategies, and the right transport. The objective of the broadside is to provide a description of the piece of music for use as a point of reference for future variations. The purpose of this review was to aid coordination chiefs, researchers, and transportation coordinators in better depicting and appreciating the key perspectives, as well as its unique applications, and the connections between coordination and transportation.

12. Logistics performed by a third party: a review of the Konstantinos Selviaridis and Martin Spring are the authors.

The broad writing survey at the heart of the proposed 3PL research characterization framework centers on diary articles that have undergone peer review and were published throughout the time frame of 1990–2005. The review finds that most studies on third-party logistics providers rely on empirical evidence rather than theoretical foundations. It suggests that efforts be redirected to studies that are more standardized, hypothesis-driven, and strategy-based. It provides academics and industry people with a quantitative overview of current 3PL research and highlights avenues for additional study.

13. Transitioning from a literary analysis to a theoretical framework for cost-effective production network management Seuring A, Muller B, Authors

Academic and business interest in effective inventory network management has increased dramatically in recent years. This has double justification, the first being the desire to see the place improved. It first recommends a written survey be conducted on document distribution and network inventory management that is supported. It offers a three-part, case-specific, outline examination approach. The audit might be useful for both business experts and academics since it lays out a clear path for further research. As a supplement, it looks at the unique features of maintainable inventory chains and the limitations of previous study; this

should strengthen future studies.

14. Supply Chain Management and Marketing RyszardBarcik and Marcin Jakubiec are the authors.

The paper's authors make several valid points about the interplay between the marketing and logistics industries. The study is broken up into four main parts, covering topics like logistics and advertising, boosting logistics, strategic advertising management, and great's appropriation and showcasing tools. To further emphasize this essential point, authors of subsequent publications worked to strengthen the connections between advertising and logistics. Both the benefits and drawbacks of the intertwined fields of marketing and supply chain management became apparent. Because of this link, the present government can promote itself in a deliberate manner. To further emphasize this essential point, authors of subsequent publications worked to strengthen the connections.

CHAPTER 3

RESEARCH METHODOLOGY

(a) Methodology used for Data Collection:

The project should be based on **primary data**

Research Design

This is descriptive research

Data Collection

The researcher has used both the primary and secondary research methods to collect the information.

Primary data

To collect the primary data researcher has made a questionnaire.

Sample Size: 80

Target Respondents: Individuals

Secondary data

Secondary data was collected from the following sources: -

- Website
- Newspaper
- Magazines
- Online Journals
- Project Material
- Books

Research Instrument

Questionnaire Survey

(b) Methodology used for data analysis

Researcher has presented the collected primary data with the help of graphs. Simple percentile method has been used. Interpretation has also done for each graph.

(c) Sampling Technique

Convenience sampling has been used in the project

CHAPTER 04

DATA ANALYSIS AND INTERPRETATION

Inquiries into the plaintiffs' presumptions regarding the many details asked for in the overview are documented. The information gleaned from the review is being re-entered into a table and interpreted. 19 multiple-choice and open-ended questions make up the overview inquiry form. Workplace choices, employee sizes, cash flow by task, benefit area, benefit offering, final sufficiency, stock levels, location, availability of product, and customer loyalty are all covered.

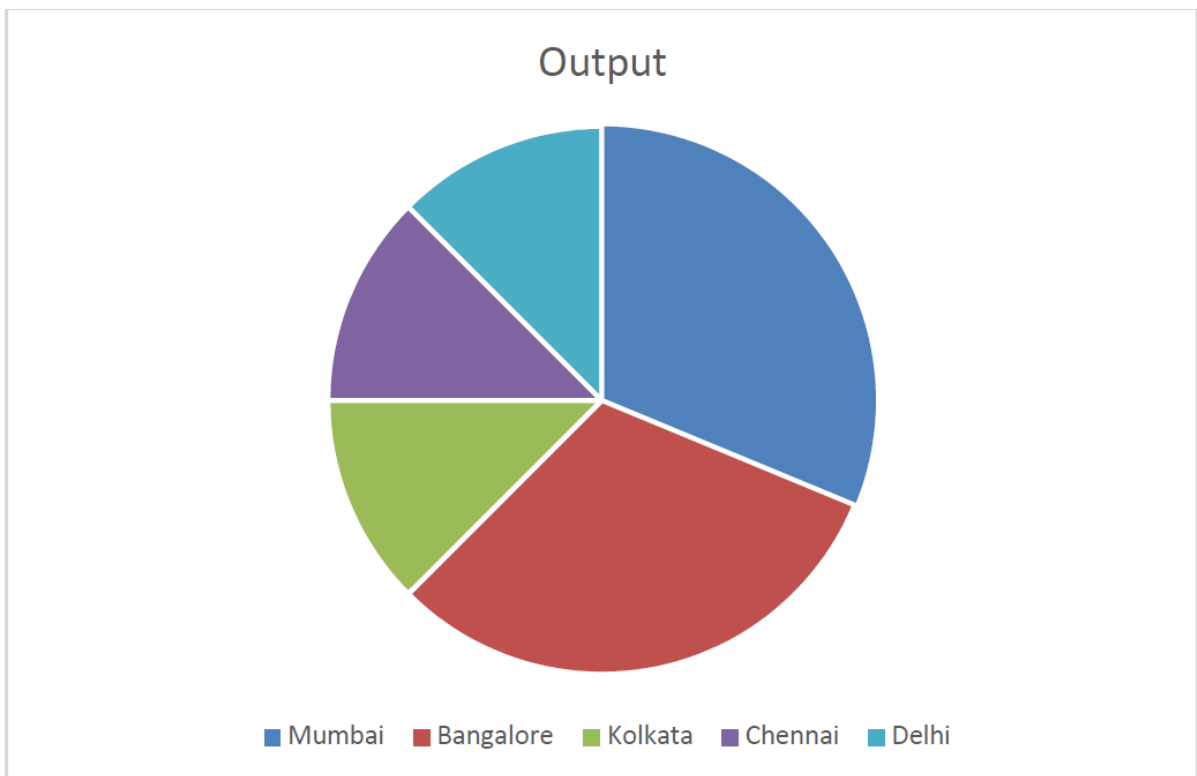
Data evaluation is a highly skilled and specialized task that should be performed exclusively by the researcher or under his close supervision. Studying the data thoroughly is the only way to see its underlying structure and make valid inferences. Numbers seldom tell the whole story. The survey data's noteworthy qualities, between connection, causation, and association, are only revealed via analysis, investigation, and interpretation. To study something is to examine it in depth, both quantitatively and qualitatively, to determine its characteristics and the relationships between the many aspects that characterize it.

1. 1. Which location does the prospective supply chain organization serve??
 - a) Mumbai
 - b) Bangalore
 - c) Kolkata
 - d) Chennai
 - e) Delhi

Table 1

S. No.	Particulars	Output
1	Mumbai	25
2	Bangalore	25
3	Delhi	10
4	Chennai	10
5	Kolkata	10

Fig. 01



Interpretation:

According to the information gathered, Bangalore and Mumbai both receive 25 outputs from the company, while Delhi and Chennai stand next to Kolkata with 10 points in terms of the Futures supply chain.

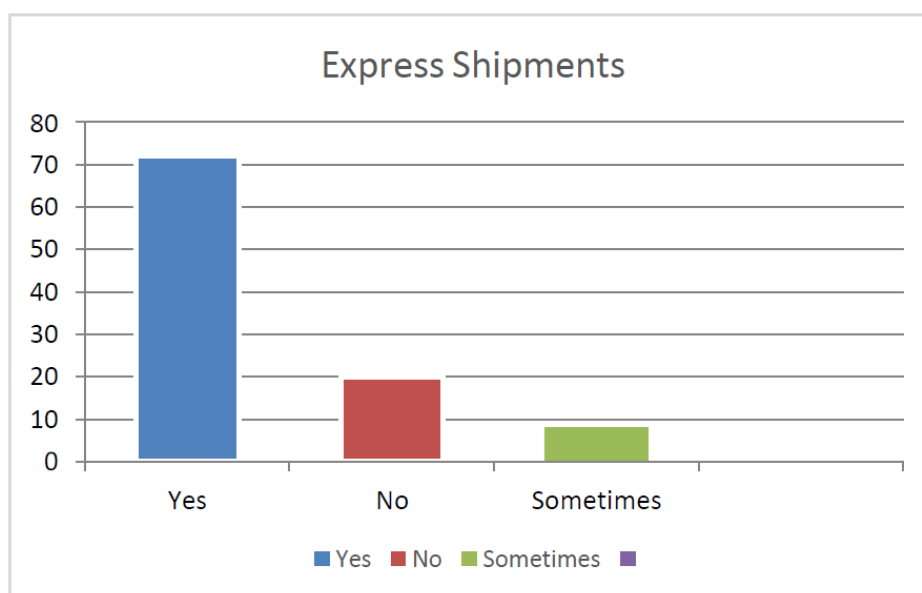
2. Do you offer rapid shipping?

- a) Yes
- b) No
- c) Sometimes

Table 2

S. No.	Particulars	Output
1	Yes	72
2	No	20
3	Sometimes	8

Fig. 02



Interpretation:

Future supply chain offers express shipping, as seen in the table and pie chart above. Seventy-two people replied yes, twenty people said no, and eight people indicated the future supply chain sometimes offers rapid delivery.

3. Is recognizing products through a a code something you utilize?

- a) Yes
- b) No
- c) Sometimes

Table 03

Sl. No.	Particulars	Output
1	Yes	88
2	No	4
3	Sometimes	8

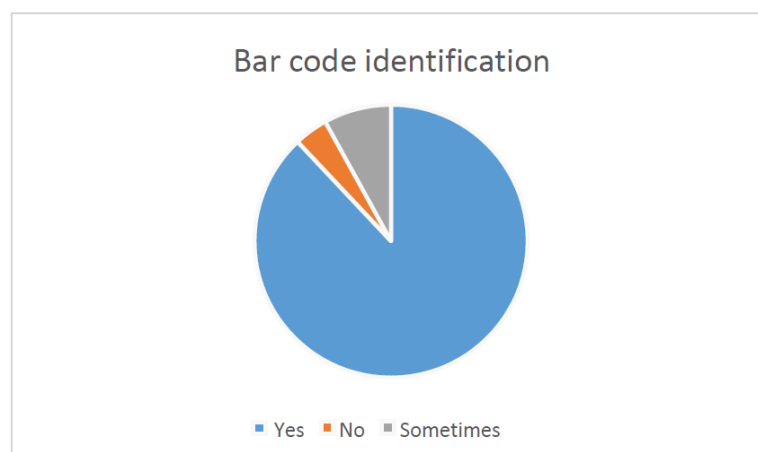


Fig. 03

Interpretation:

Based on the distribution of responses shown in the above pie chart, it can be concluded that barcode identification is widely used, with 88 respondents selecting "yes," four selecting "no," and eight selecting "other."

Sometimes in the future supply chain, bar code identification will be used to reduce paperwork and save time.

4. Exist periodic effects on the allocation sequence?

- a) Yes
- b) No
- c) Sometimes

Table 04

Sl. No.	Particulars	Output
1	Yes	60
2	No	25
3	Sometimes	15

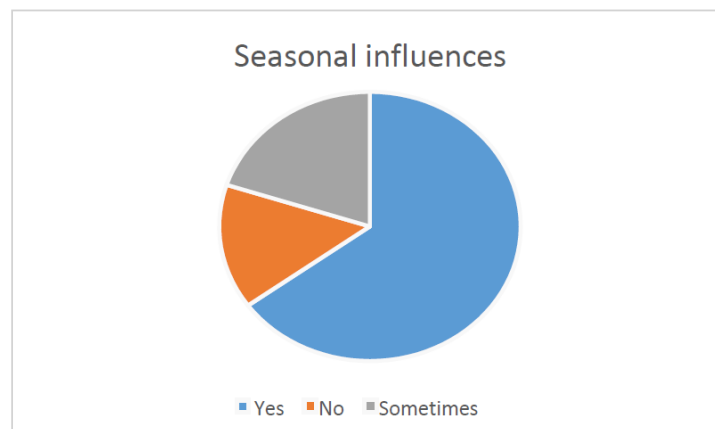


Fig. 04

Interpretation:

We can see from the data in the chart and the pie chart that 60 people said "Yes," 25 people said "No," and 15 people said "Sometimes" when asked whether seasonal factors affected their decision-making process. This indicates that the order pattern is heavily influenced by the seasons.

- 5. Do you believe that the emergence of novel logistical ideas causes price increases?
 - a) Agree
 - b) Disagree

Table 05

Sl. No.	Particulars	Output
1	Agree	79
2	Disagree	21

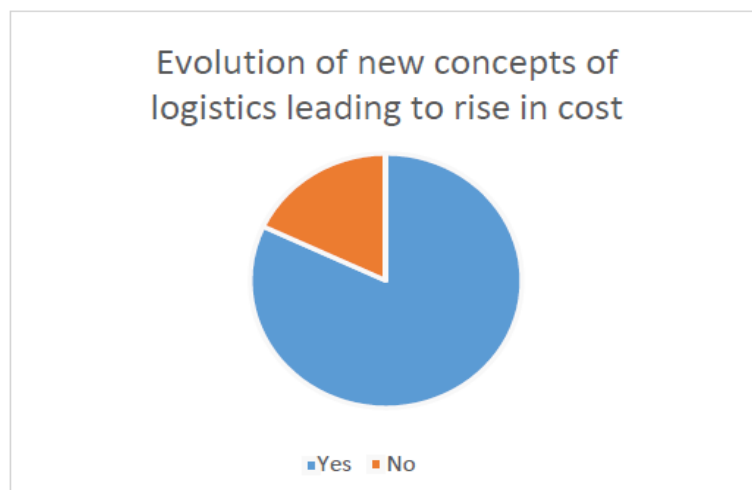


Fig. 05

Interpretation:

Costs have been rising as new logistics ideas have been developed, as seen in the accompanying table and pie chart. 79 respondents are in agreement, with just 21 expressing disagreement, suggesting that the development of novel ideas is unquestionably a contributing factor to price growth.

6. Is there a connection between marketing logistics and the management of the logistics system?

- a) Agree
- b) Disagree

Table 06

Sl. No.	Particulars	Output
1	Yes	92
2	No	08



Fig. 06

Interpretation:

The accompanying diagram (a pie chart) and the sixth table show that 92% of respondents think that logistics management systems are closely connected to the logistics of marketing.

7. In your opinion, how can logistics administration be improved by adding more value?

a) Boon

b) Bane

Table 07

Sl. No.	Particulars	Output
1	Boon	72
2	Bane	28

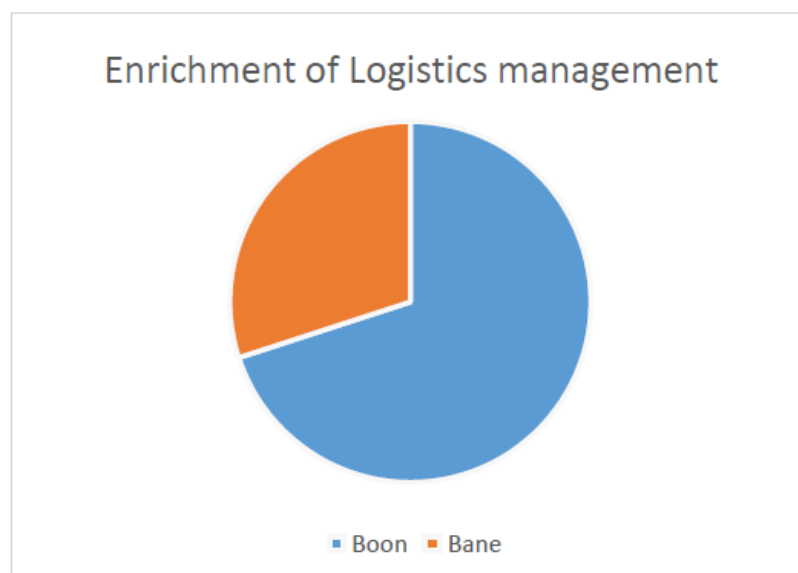


Fig. 07

Interpretation:

According to the data shown in the pie chart above, seventy two percent of respondents thought that improvements to logistics management were beneficial.

8. When does your organization do a critical analysis of logistics?

- a) Daily
- b) Weekly

Sl. No.	Particulars	Output
1	Daily	14
2	Weekly	86

Table 08

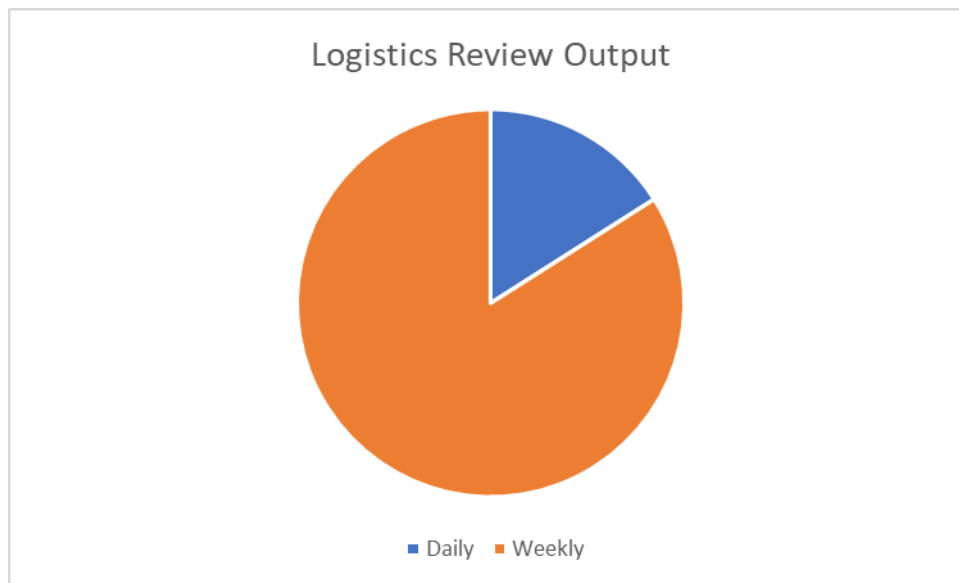


Fig. 08

Interpretation:

Both the pie chart and the graph above show that a company's logistics are reviewed severely on a weekly basis, rather than every day. Out of a total of 100 responders, 84 gave their word once a week, and 16 gave their word once a day.

9. What logistics provider does your business provide that is most effective?
- a) Express transport
 - b) Overland transport
 - c) Air transport
 - d) Inventory
 - e) Other Value adding services if any

Table 09

Sl. No.	Particulars	Output
1	Express transport	26
2	Overland transport	14
3	Air transport	18
4	Inventory	22
5	Other Value adding services if any	10

Fig. 09



Interpretation:

The aforementioned chart makes it quite evident that Future Supply Chain offers the fastest express service delivery times. After that follows inventory and other forms of service, next land and finally air.

10. What implications do you believe 3PL (Third Party Logistics) will have on your transportation plan?

- a) Major improvement in efficiency
- b) Saving Time
- c) Cost Saving
- d) Comparative Edge
- e) Not advantageous

Table 10

Sl. No.	Particulars	Effects of 3 PL
1	Major improvement in efficiency	20
2	Saving Time	18
3	Cost saving	22
4	Comparative edge	30
5	Not advantage	10

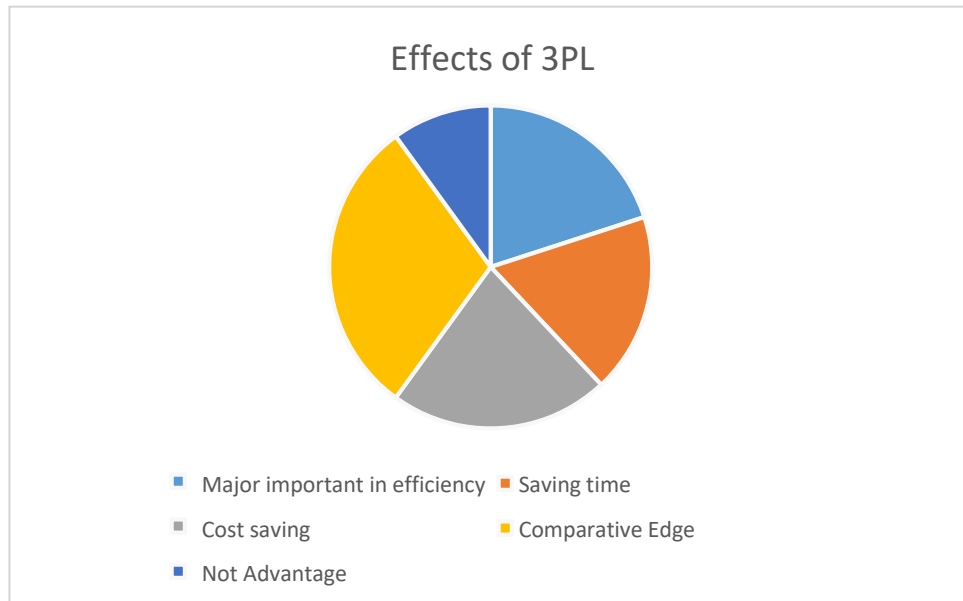


Fig. 10

Interpretation:

The significance of third-party logistics providers (3PLs) to the supply chain is accurately shown in the above pie graphic. Twenty percent of respondents said it plays a significant role in efficiency, eighteen percent said it saves time, twenty-two percent said it reduces expenses, and thirty percent said it gives them an advantage over the competition. Just 10% didn't think it was a plus.

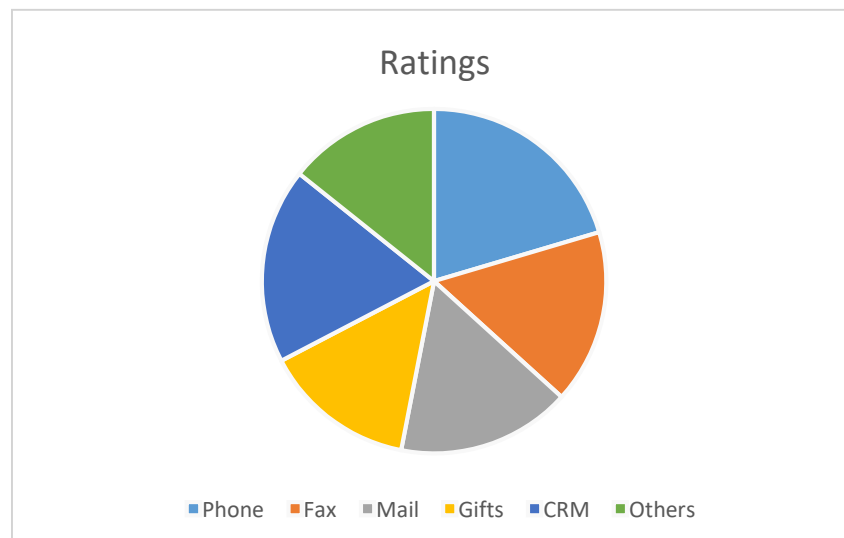
11. The technique by which an organization retains consumers

	Rate them on scale of 10
a) Phone	
b) Fax	
c) Mail	
d) Gifts,	
e) CRM	
f) Other if any	

Table 11

		Ratings
1	Phone	10
2	Fax	8
3	Mail	8
4	Gifts,	7
5	CRM	9
6	Other if any	7

Fig. 11



Interpretation:

You can see the outcomes in the graph up above. Ten points for the phone, eight for the fax and mail. Both customer relationship management and holiday presents were given a score of 7. The following up with consumers seems to be a breeze in the supply chain of the future.

12. What is the efficiency of Upcoming logistic chain's transportation management system?

Very Good	Good	Fair	Poor	Bad
5	4	3	2	1

- a) Very Good
- b) Good
- c) Fair
- d) Poor
- e) Bad

Table 12

Sl. No.	Particulars	Ratings
1	Very good	60
2	Good	30
3	Fair	10
4	Poor	-
5	Bad	-



Fig. 12

Interpretation:

The efficiency of handling logistics in the future supply chain is shown in the following diagram. 55 people thought it was excellent, 18 said it was merely fair, 25 said it was decent, and 2 said it was devastating in terms of managing logistics.

13. Does the organization give client fulfillment priority?

- a) Always
- b) Sometimes
- c) Not at all given

Table 13

Sl. No.	Particulars	Ratings
1	Always	95
2	Sometimes	5
3	Not at all given	

Fig. 13



Interpretation:

The accompanying figure shows that 95 percent of respondents believe that client satisfaction will be a key factor in the success of future supply chains.

14. The accompanying figure shows that 95 percent of respondents believe that client satisfaction will be a key factor in the success of future supply chains.

- a) Always
- b) Sometimes
- c) Not at all given

Table 14

Sl. No.	Particulars	Ratings
1	Always	88
2	Sometimes	8
3	Not at all given	4



Fig.14

Interpretation:

The following image shows that the company takes consumer feedback seriously, which is a wonderful step for the supply chain of the future. Nearly 90 percent of respondents said they always take customer complaints seriously, while 10% said they only sometimes do and 4% said they don't care at all.

CHAPTER 5

FINDINGS, CONCLUSIONS AND RECOMMENDATIONS

Findings

- Excellent facilities and quality as rated will serve you well in the future supply chain.
- Management and staff have an excellent working relationship that they make every effort to preserve.
- In order to boost the company's image and reputation, the supply chain of the future will emphasize quality and standardization of goods.
- It is important to prioritize and compete with the efforts of 3PL logistics providers.
- Modern technology is being put to good use in the company's operations.
- The management team makes it a priority to fill open positions with competent workers.
- Organizational hygiene is consistently attended to.
- The present effect of the service plan is reasonable thanks to the participation of other organizations. Focused areas include Cargo, Cross Docking, and Adding Value the Right Way.
- The majority of an organization's strategic choices are difficult to put into action.
- When compared to similar organizations, ours has respectable profit margins and high-quality standards.
- Cargo and cost addition is the most well-thought-out service offered by the company.

Suggestions

There has to be more employee input into decision making.

Human resource programs may be used by businesses in order to boost employee motivation.

- The quality of the firm's representatives may be bolstered in other areas of documentation as well.
- Additional activities may be prompted as a result of this.
- A more pleasant place to work with amenities like training, clarification of questions, air conditioning, etc.
- Research and development (R&D) might get more funding.
- Products may be delivered at a more convenient pace.
- The organization and the customer order need better tracking and real-time tracing capabilities.
- Price reductions and other forms of incentive pricing designed to get previous customers back into the supply chain are recommended

CONCLUSION

Every day, the globe sees unimaginable progress in the most successful businesses. There is a growing market for logistics coordination and freight transportation. The logistics coordination sector has been growing and innovating at a far faster rate than most other businesses have in recent decades.

However, if it properly manages its work, provides the services its customers want, and makes good use of its unions, it may maintain or even improve its productivity in the face of intense competition. Cooperation in developing the new structures of government is essential to the long-term success of the country. Beyond the desires, soul, and so forth, the organization has enormous growth potential. The future supply chain has come a long way from its days as a niche cooperative.

The company is now in a position of strength thanks to its status as a highly specialized organization in the areas of freight, transportation, cross-docking, and value addition. Both the current situation and the association's ultimate administrative destiny are amenable. By investing in state-of-the-art technology, the company may increase its market share. Creating a separate department to focus on HR development is a step in the right direction. The development of such a division has resulted in several positive outcomes, including increases in productivity per worker, reliability, and teamwork.

However, there are other markets in which the company isn't dominant, but it is confident it can catch up quickly and is committed to doing so. If the government implements the aforementioned recommendations, Future supply chain will be in the best possible position when seats are divided in the coming years.

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